

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1 to 12. (Canceled).

13. (New) A method for detecting a malfunction of a brake system of a motor vehicle, at least two operating modes possibly present during activation of the brake system, comprising:

detecting a malfunction in a first manner while a first operating mode is present; and

detecting a malfunction in a second manner while a second operating mode is present.

14. (New) The method according to claim 13, wherein the method is adapted to detect a malfunction of a wheel-pressure sensor suite of the brake system of the motor vehicle.

15. (New) The method according to claim 13, wherein the brake system is configured to implement braking interventions independently of a wish of a driver of the motor vehicle, the method further comprising:

detecting existence of the first operating mode when no wheel-individual braking intervention occurs during a braking operation; and

detecting existence of the second operating mode when a wheel-individual braking intervention occurs during a braking operation.

16. (New) The method according to claim 13, wherein the motor vehicle includes at least one wheel axle, the method further comprising:

during activation of the brake system, modifying and detecting brake pressures at at least two wheel brakes of an axle;

ascertaining a differential variable that represents a difference of the detected brake pressures; and

implementing fault detection separately at each wheel axle on the basis of the differential variable exceeding a differential threshold.

17. (New) The method according to claim 16, wherein the differential threshold has different values.

18. (New) The method according to claim 17, further comprising:
determining a differential quotient as a function of a difference of two averaged brake-pressure variable recorded at different times;
ascertaining a rate of increase of the brake pressure by estimation based on the differential quotient and based on a maximum value from at least two differential quotients; and

upon detection of the first operating mode, setting the different values of the differential threshold on the basis of the rate of increase of the brake pressure averaged with all brake pressure variables of an axle.

19. (New) The method according to claim 18, wherein the brake pressure variables include offset-corrected brake pressure variables, the method further comprising:

estimating an offset from a low-pass filtered brake pressure signal of each wheel brake.

20. (New) The method according to claim 17, wherein the brake system includes a main brake cylinder configured to generate a brake admission pressure, the method further comprising:

upon detection of the second operating mode, setting a value for the differential threshold as a function of: (a) an admission-pressure variable that represents the admission pressure in the main brake cylinder; and (b) a rate of increase of a differential quotient.

21. (New) The method according to claim 15, further comprising, following a wheel-individual braking intervention, modifying a fault detection for a specifiable time duration to suspend the fault detection for the specifiable time duration following the wheel-individual braking intervention.

22. (New) A method for operating a system at least one of (a) controlling and (b) regulating functions of a motor vehicle, the at least one of (a) control and (b) regulation implementable at least as a function of an operating state of a brake system available in the motor vehicle, the operating state of the brake system characterized by variables utilized for operating the brake system, comprising:

detecting a malfunction in a first manner when a first operating mode of the brake system is present;

detecting a malfunction in a second manner while a second operating mode of the brake system is detected; and

in response to a detected malfunction of the brake system, at least reducing dependency on the operating state of the brake system.

23. (New) The method according to claim 22, wherein the malfunction detected in the detecting steps includes a malfunction of a wheel pressure sensor suite of the brake system.

24. (New) A device for detecting a malfunction of a brake system of a motor vehicle, at least two operating modes possible present during activation of the brake system, comprising:

an arrangement configured to detect a malfunction in a first manner when a first operating mode is detected and to detect a malfunction in a second manner when a second operating mode is detected.

25. (New) The device according to claim 24, wherein the malfunction includes a malfunction of a wheel-pressure sensor suite of the brake system of the motor vehicle.

26. (New) The device according to claim 24, wherein the brake system is configured to implement brake interventions independently of a wish of a driver of the motor vehicle, the arrangement configured to detect presence of the first operating mode when no wheel-individual brake intervention occurs during a brake operation and to detect presence of the second operating mode when a wheel-individual brake intervention occurs during a brake operation.

27. (New) A device for operating a system that at least one of (a) controls and (b) regulates functions of a motor vehicle, the at least one of (a) control and (b) regulation implementable at least as a function of an operating state of a brake system present in the motor vehicle, the operating state of the brake system characterized by variable utilized to operate the brake system, comprising:

an arrangement configured to detect a malfunction of the brake system in a first manner when a first operating mode of the brake system is present, to detect a malfunction in a second manner when a second operating mode of the brake system is determined, and to at least reduce a dependency on the operating state of the brake system.

28. (New) The device according to claim 27, wherein the brake system includes a wheel pressure sensor suite.